

[PRICE \$2½ PER MONTH]

INTIMATIONS

PRE RO

~~THE~~
CITY HALL.

MANAGER.....NEIL O'BRIEN.

MASCOTTE OPERA COMPANY,
TO-MORROW WEDNESDAY EVENING,
the 29th October, 1885.

LAST NIGHT OF THE SEASON.


First production by the "Mascottes" of
GILBERT and SULLIVAN's latest Novelties
"THE MIKADO."

The Magnificent Dresses for this Opera were
especially selected during the Company's stay in
Japan (the selection was made with the assistance
of the Proprietor of one of the largest
Japanese Theatres), and will be found complete
in every detail.

CONDUCTOR, SIGNORE VALENZA.

Box Plan now open at KELLY and WALSH.
(LIMUOK).

Hongkong, 27th October, 1885. [1915



THE SENIOR COMMISSARIAT
OFFICER will receive Tenders, in Duplicate, until 12 o'clock NOON, on SATURDAY, the 31st day of October, 1885, for a

P O N T O O N,

The PONTON will be Built in accordance with the Plan and Specification copies of which and Forms of Tender can be procured at the COMMISSARIAT AND TRANSPORT OFFICE between the hours of 10 a.m. and 5 p.m.

Commissariat and Transport Office,
Hongkong, 24th October, 1885. [192]

FOR SWATOW, AMOY, AND TAMSUI.
THE Company's Chartered Steamship
 "AMATISTA,"
 Captain Hamlin, will be despatched for the

NOON, instead of as previously advertised.
 For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
 General Managers.
 Hongkong, 26th October, 1855. 191

**THE CHINA AND MANILA STEAM-
 SHIP COMPANY, LIMITED.**
 FOR MANILA VIA AMOY.
THE Company's Steamship
 "DIAMANTE"
 Captain McCash, will be despatched to
 MANILA on MONDAY, the 28th

metain, at FIVE P.M.
For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.
Hongkong, 26th October, 1885. [19]

CASTLE LINE OF STEAMERS.
FOR SHANGHAI.

THE Steamship
"BOTHWELL CASTLE,"
B. J. C. Todd, Commander, will be despatched
for the above Port on or about the 1st Nov
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 26th October, 1885. [19]

THE 3/3 LII American Ship
"PALMYRA,"
Minott, Master, will lead here for the above
Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co
Hongkong, 27th October, 1885. [19
H I N G K E E .

Have always on hand supplies of the
COAL for HOUSE STEAMERS, & SHIPS
OF ALL SIZES AND TONS.
No. 16 TUNG MAN LANE,
HONGKONG.
Hongkong, 17th September, 1888. (1)

APONG. PHOTOGRAPHY
STUDIO, ICE HOUSE LANE,
BEHIND NEW ORIENTAL BANK,
Hongkong.

Has a LARGER, CHOICER, and MORE COMPLETE
COLLECTION of VIEWS, than any other
in the Empire, the Copies of which are
to be purchased at his Studio or Messrs
KEMP & WALSH'S Store.

IVORY MINIATURES of Superior Excellence
and High Finish, painted under careful
Supervision.

INSTANTANEOUS VIEWS, GROUPS and POR-
TRAITS of different sizes taken daily.

CUTLER, PALMER &
Wine Shippers
OF LONDON, BOMBAY, CALCUTTA, BOMBAY,
MADRAS, LAHORE, KURACHEE, &c.

Their Representatives in Hong-
Messrs. JARDINE, MATHESON & Co., China-
" SIMMONS & Co.,
" LANE, CLARK & Co., Shanghai.

Call attention to some of the items comprising
their care by this well-known house—
CLARETS, Mouton, Laroche, St. Julien,
in Quarts & Pints.
SHEERY, Selected White Seal and Amou-
MANZANILLA.

These Sherries are also shipped in Jars.

SCOTCH WHISKY,—free from fuel of
IRISH WHISKY,—the best.
GENUINE COGNAC of several qual-
distinguish by number of
Prices and list of other items on applica-
tion of the above Firm.

TO maintain the high standard quali-
our well known FOUR STAR COGNAC
has for many years been celebrated for we re-
that our friends in Hongkong, who are regular
of Silver, cannot offer it for less than
\$12, allowing discount to resellers. We
confident that British Residents in China will
prefer that we should maintain in the region
of excellence. Our Brandy has earned
OUR FOUR STAR quality is held by
esteemed friends Messrs JARDINE, MATHESON
& Co. and Messrs. STEINBERG & Co for their
who have also to offer several Wines of
Shipping.
16001 CUTLER, PALMER & CO

CANNED FRUITS,
VEGETABLES,
MEATS AND SALMON,
CALIFORNIA BREAD AND MEALS,
IRON MANTLE PIECES,
HEADSTONES AND MONUMENTS,
BICYCLES AND TRICYCLES,
AMERICAN BILLIARD & POOL TABLES,
AMERICAN CIGARETTES & TOBACCO,
BORAX, REFINED & POWDERED,
ELECTRIC FAMILY SOAP.

A. HINZ,
Agent.

Hongkong, 8th September, 1885.

INTRODUCTION.

CHRISTMAS AND NEW YEAR'S CARDS.

Just received a varied assortment from the best ENGLISH, AMERICAN, and GERMAN HOUSES allowing a selection out of several hundreds.

At Prices to Suit All.

By Parcel Post ornamental Cards and small Presents can be sent home very cheaply.

A. S. WATSON & CO.

HONGKONG DISPENSARY.

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

Orders for extra copies of the Daily Press should be sent by 11 a.m. on the day of publication. After that time the supply is limited.

On the 13th October, at St. Andrew's, the wife of EDWARD STAVENS, of Amoy, of a daughter. [1936]

The Daily Press.

HONGKONG, OCTOBER 27th, 1936.

A SALUTARY change has come over the British foreign policy. The paltering uncertainty of Lord GRANVILLE and the partial sentimentalism of Lord RITCHIE have been exchanged for intelligent statesmanship. Lord SALISBURY evidently does not intend to ask for what he is unlikely to get, but he has at least determined to let it be known what he means. The policy of bluster and collapse which brought England into contempt abroad has been abandoned, and in substitution thereof a decided policy has been adopted. It was the knowledge of this fact, no doubt, that brought about a peaceful settlement of the Afghan frontier difficulty, had the GLADSTONE Government continued in power it is probable we should have drifted into war. A conflict with the King of BOHRAS has long been inevitable, though it was steadily postponed by the late Government, who obstinately refused to notice THEREAW's murderous atrocities or to be cognisant of his branches of faith-to-British-subjects-secured-in-trade with his country. It is satisfactory to find that the SALISBURY Government are not disposed to shut their eyes to what is going on on the eastern frontier of our Indian Empire. Ruler has kept us fairly informed of the progress of affairs, and his latest telegram shows that the Government know whether their action is tending and are fully prepared to face the consequences of a war. The Secretary of State for India says frankly that a war will probably result in annexation, and that a firm policy is absolutely necessary. This is the simple truth. Now that the British Government has at last intervened in Upper Burma, having first allowed the deprived and cruel young monarch to fill up the measure of his iniquities to the very brim, it is imperative that they should act decisively. The eyes of all our Indian fed factories are upon us, and any sign of weakness will assuredly have a most baneful effect. In the interests of the people of British Burma, too, it is the bounden duty of the British Government to take steps to save them from the loss and injury which anarchy in Upper Burma entails. Warning has been wasted on THEREAW; no further care for his country nor for his own credit. Truth to tell, no doubt, long continued impunity from punishment has hardened him into defiance of all interference, and he has long been utterly callous to all representations concerning his cruelties to his own subjects. Even now we believe that he is unable to understand why we are really meant. He has gradually developed a belief in his own strength that precludes all idea of yielding to the remonstrances or warnings of his powerful neighbour.

The terms of the ultimatum recently forwarded to the King of Burma by the British Commissioner at Rangoon have not yet transpired, but it is pretty evident, from Lord RANDOLPH CHURCHILL's remarks, that THEREAW has shown no disposition to accept them. There is, indeed, every reason to believe that the time for acceptance of the ultimatum has passed, the four days given him for his consideration having expired on Saturday, the 24th instant, at latest. With regard to the actual terms of the ultimatum, no definite statement has been made officially, but it is not at all difficult to surmise what it is. The intrigues of the King of Burma with the French Consul at Mandalay, culminating in the draft of a treaty which practically handed over the administration of the country to French officials, and which was conveyed, it seems, to Paris by a Burmese Embassy, would alone justify a declaration of war, seeing how injuriously the interests of British subjects of all races in that portion of the globe would have been affected by such a treaty had it been signed. We have already recapitulated the conditions of the agreement that the Burmese King was prepared to enter into with France, and it is needless to refer to them again at length. Naturally THEREAW's conduct in connection with this proposed Treaty has had much to do with the action taken by the British Government, but that is not the only reckoning against him. His recent attempt to blackmail the Bombay and Burmah Trading Corporation constitutes another and serious accusation. The King, in the order to recruit his exhausted coffers had the audacity to issue a decree that twenty-four lakhs of rupees, threatening if they refused to pay to stop their forest operations. This arbitrary conduct towards British subjects is not to be tolerated. It seems that His Majesty's treasury

has been depleted by his reckless extravagance, while trade has been strangled by the restrictive policy which makes him a monopolist of every good thing in the country. There is in addition a long score against the King for his past misdeeds, and it may safely be concluded that the British Government, having once turned their attention to his doings, have determined there shall be no repetition of the wholesale massacres in Mandalay that shocked the whole civilised world a short time ago. The war, if there be, will not be protracted or on a large scale. The entire population of Upper Burma, exclusive of the Shan States, is probably not much over a million. The King's army is small, badly armed, worse paid, and not distinguished for courage. The people are eager to be delivered from his galling yoke, and the inhabitants of British Burma will be greatly benefited by the abolition of the restrictions which now check the development of their traffic with Upper Burma and shut them off from intercourse with Western China. We are glad to note that this long pending Burmah question has come to a head. The British Government are determined to deal firmly with the barbarian ruler of Ava, and, spite of humanitarian outcries, are resolved to act fearlessly for the good of the empire at large.

A rumour was current yesterday that a large fire was raging at Manila in the Escorial.

Fourteen and-a-half ton guns for the defence of Manila arrived at that port from Spain a fortnight ago by the steamer *Lola de Leon*.The Agents (Messrs. Adamson, Bell & Co.) inform us that the Castle Line steamer *Belvedere* left London for Singapore for this port on Saturday.Judgment will be given this afternoon at the Supreme Court by Mr. Justice Aickroyd in the case of *Leary v. Kennedy*, a claim for \$1,000 damages for being injured by a bull.

We are requested to state that as the annual "Sale of Work" in aid of the Buxton Chinese Girls' School will take place on Wednesday afternoon, Lady Phillips will not be at "as usual" as usual.

A *Leary de Tonkin* which arrived here on Sunday evening from Hongkong and Hainan, brought first class, the crew of the Danish steamer *Leary de Tonkin* who were on board when the ship was captured by the Japanese.The Manila *Comerio* has received news by the transport *San Quintin* from Yap, to the effect that the German gunboat *Admiral* was having that port for Sydney, to repair damage which she had sustained by grounding. The gunboat *Admiral* had to go into dock at Singapore for the same reason.

Five years ago special dues were imposed at Manila on imports and exports and on shipping to raise funds for the improvement of the port. The total amount collected up to the 31st of September last was \$3,057,370. The dues consist of two per cent on imports, one per cent on exports and tonnage dues.

The Danish steamer *Admiral*, which arrived here on Sunday evening from Hongkong and Hainan, brought first class, the crew of the Danish steamer *Admiral* who were on board when the ship was captured by the Japanese.On Saturday the British steamer *Venture* and the Australian gunboat *Nautilus* went over to the coast of Sumatra and the coast of Sumatra respectively. The *Venture* was on her way to the coast of Sumatra and the *Nautilus* was on her way to the coast of Sumatra.

It will be seen from their advertisement in another column that the Messrs. O'Brien & Co. will give their last performance of the season to-morrow evening, when they will produce Messrs. Gilbert and Sullivan's opera "The Mikado". The dresses for this opera have been specially made for the occasion and will be worn by the company.

Return of visitors to the City Hall Museum for the week ending 25th October, 1935:

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
24	26	28	30	32	34	36
38	40	42	44	46	48	50
52	54	56	58	60	62	64
66	68	70	72	74	76	78
80	82	84	86	88	90	92
94	96	98	100	102	104	106
108	110	112	114	116	118	120
122	124	126	128	130	132	134
136	138	140	142	144	146	148
150	152	154	156	158	160	162
164	166	168	170	172	174	176
178	180	182	184	186	188	190
192	194	196	198	200	202	204
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220	222	224	226	228	230	232
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850	852	854	856	858	860	862
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948	950	952	954	956	958	960
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976	978	980	982	984	986	988
990	992	994	996	998	1000	

We learn that the Hongkong and Whampoa Dock Company, Limited, have contracted to repair the steamer *Glenfinnan* as she lies in Bolander's Bay for \$35,000, and the work has been commenced.The British steamer *Admiral*, which arrived here on Sunday evening from Hongkong and Hainan, brought first class, the crew of the Danish steamer *Admiral* who were on board when the ship was captured by the Japanese.On Saturday the British steamer *Venture* and the Australian gunboat *Nautilus* went over to the coast of Sumatra and the coast of Sumatra respectively. The *Venture* was on her way to the coast of Sumatra and the *Nautilus* was on her way to the coast of Sumatra.

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808	810	812	814	816	818	820
822						

VESSELS ON THE BERTH.

CHANGE OF DATE OF DEPARTURE.
STEAM TO KOBE AND YOKOHAMA.
THE P. & O. S. N. Co's Steamship
"KASHGAR."
 will leave for those places at noon, TOY. MORROW, the 28th instant, instead of as previously advertised.
A. McIVER,
 Superintendent.
 Hongkong, 23rd October, 1885.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.
 "TAKING CARGO AND PASSENGERS AT THROUGH RATES FOR NINGPO, CHEFOO, NEWCHANG, TIENTSIN, HANKOW, AND PORTS ON THE YANTZE." The Company's Steamship
"ACHILLES."
 Captain Anderson, will be despatched as above on THURSDAY, the 29th inst.
 For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
 Hongkong, 22nd October, 1885. [1885]

FOR LONDON VIA SUEZ CANAL.

"GLENROY."
 Captain G. McNeil, will be despatched as above on or about the 29th inst.
 For Freight or Passage, apply to
JARDINE, MATHESON & Co.
 Hongkong, 19th October, 1885. [1875]

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, RUMBAI, ADEN, SUEZ, PORT SAID, AND TRIESTE.
 (Taking Cargo at through rates to CALCUTTA, PERSIAN GULF, BLACK SEA, LEVANT & ADRIATIC PORTS.)
 The Company's Steamship
"PANDORA."
 Captain G. McNeil, will be despatched as above on the 29th inst., at noon.
 For Freight or Passage, apply to
O. BACHRACH, Agent.
 Hongkong, 17th October, 1885. [1865]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
 The Company's Steamship
"CYCLOPS."
 Captain Jago, will be despatched as above on SATURDAY, the 31st inst.
 For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
 Hongkong, 24th October, 1885. [1767]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI DIRECT.
 (Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHANG, TIENTSIN, HANKOW, AND PORTS ON THE YANTZE.) The Company's Steamship
"TELEMON."
 Captain Jackson, will be despatched as above on SATURDAY, the 31st inst.
 For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
 Hongkong, 24th October, 1885. [1910]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE, AND ADELAIDE.
 (Calling at Port Darwin and Queensland Ports, and taking through cargo to New Zealand, New Caledonia, Tasmania, and Fiji.)
 The Steamship
"CUTHBERT."
 Captain Green, will be despatched for the above ports on WEDNESDAY, the 4th November, at FOUR P.M.
 For Freight or Passage, apply to
RUSSELL & Co., Agents.
 Hongkong, 23rd October, 1885. [1897]

UNION LINE.

FOR NEW YORK VIA SUEZ CANAL.
 The Steamship
"ENERGIA."
 Captain Tordoff, will be despatched for the above port on SATURDAY, the 4th Nov.
 For Freight or Passage, apply to
RUSSELL & Co., Agents.
 Hongkong, 21st October, 1885. [1887]

FOR HAMBURG, LONDON, AND HAMBURG.

"PAPA."
 Home-Master, will leave here for the above ports, and will have quick despatch.
 For Freight, apply to
ARNOLD, KARBURG & Co.
 Hongkong, 22nd September, 1885. [1723]

FOR LONDON AND HAMBURG.

"GENERAL BERTHAUT."
 Croix, Master, will leave here for the above ports, and will have quick despatch.
 For Freight, apply to
CARLOWITZ & Co.
 Hongkong, 16th October, 1885. [1890]

FOR HAMBURG AND HAMBURG.

"COMET."
 Steamer, Master, will leave here for the above ports, and will have quick despatch.
 For Freight, apply to
CARLOWITZ & Co.
 Hongkong, 4th August, 1885. [1827]

FOR NEW YORK.

"SAMUEL D. CARLETON."
 Captain Freeman, will have quick despatch for the above port.
 For Freight, apply to
SIRSEN & Co.
 Hongkong, 9th October, 1885. [1892]

FOR NEW YORK.

"TITAN."
 C. H. Allen, Master, will leave here for the above port, and will have quick despatch.
 For Freight, apply to
PUSAU & Co.
 Hongkong, 20th October, 1885. [1913]

FOR NEW YORK.

"NAUPACTUS."
 Lovitt, Master, will leave here for the above port, and will have quick despatch.
 For Freight, apply to
RUSSELL & Co.
 Hongkong, 12th September, 1885. [1864]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, nor the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
 City of Peking, Amr. ship, G. G. Berry—P. M. S. S. Co.
 Continental, Amr. ship, Kirby—Carrington & Co.
 Comet, Ger. ship, D. Siegner—Carlowitz & Co.
 Emily F. Whitney, Amr. ship, H. B. Rollins.
 Eden, Brit. bk. J. Nairn—Butterfield & Swire.
 Glenavon, Brit. ship, Norman—Jardine, Matheson & Co.
 Grey Admiral, Amr. ship, H. Thompson—Captain.
 Huntington, Brit. ship, Whitburn—Simsen & Co.
 Johanna, Ger. bk. Benzon—Carlowitz & Co.
 Pandora, A. H. str. G. Motte—A. H. L. S. N. Co.
 Peking, Brit. str. Houermann—Simsen & Co.
 Strathairn, B. S. Boughton—Butterfield & Swire.
 Sharpshoot, Brit. str. Horns—Captain.
 South American, Amr. ship, F. Fowler—Russell & Co.

VESSELS ON THE BERTH.

STEAM FOR COLOMBO, SINGAPORE, ADEN, SUEZ, PORT SAID, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, AND LONDON.
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSHES, TIENTSIN, HAMBURG, NEW YORK, AND BOSTON.
"THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship
"BOHILLA." Captain W. Barrett, with Her Majesty's Mail, will be despatched from this port for LONDON direct via SUEZ CANAL, and usual ports of call on TUESDAY, the 27th inst., at FOUR P.M.
 Cargo will be received on board until TEN A.M. on the day of sailing.
 For freight or Passage, apply to
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.
 The Contents and Value of Packages are required to be declared prior to shipment.
 Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.
 N.B.—This Steamer takes Cargo and Passengers for Marseilles.
A. McIVER,
 Superintendent.
 Hongkong, 16th October, 1885.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN, AND BLACK SEA PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA.
LONDON AND ANTWERP.
BORDEAUX, LE HAVRE, AND DUNKIRK.
G. DE CHAMPEAUX,
 Agent.
 Hongkong, 22nd October, 1885.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.
"THE U. S. Mail Steamer 'CITY OF Peking,'" will be despatched for San Francisco, via Yokohama, on TUESDAY, the 3rd November, at THREE P.M., taking Passengers and Freight for Japan, the United States and Europe.
 Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
 Freight and Passages are forwarded to England, France, and Germany by all trans-Atlantic lines of Steamers.
 RETURN PASSAGES—Passengers, who have paid full fare, and are returning to San Francisco from China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare; if re-embarking within two years, an allowance of 5% will be made from Return Fare; if re-embarking within three years, an allowance of 25% will be made from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.
 Freight will be received on board until 4 P.M. on the 2nd November. Parcel Packages will be received at the Office until 5 P.M. on the same day. All Parcel Packages should be marked to indicate full value, and be insured.
 Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be sent to the Company's Office in San Francisco, and forwarded to the Collector of Customs at San Francisco.
 For further information as to Passage and Freight, apply to the Agency of the Company, No. 50, Queen's Road Central.
C. D. HARMAN, Acting Agent.
 Hongkong, 14th October, 1885.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, CENTRAL AND SOUTH AMERICA, AND EUROPE.
THE OVERLAND RAILWAYS.
ATLANTIC AND OTHER CONNECTING STEAMERS.
 The Steamship "SAN PABLO," will be despatched for San Francisco, via Yokohama, on SATURDAY, the 14th November, at THREE P.M.
 Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.
 All Parcel Packages should be marked to indicate full value, and be insured.
 RETURN PASSAGES—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare; if re-embarking within two years, an allowance of 5% will be made from Return Fare; if re-embarking within three years, an allowance of 25% will be made from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.
 Freight will be received on board until 4 P.M. on the 2nd November. Parcel Packages will be received at the Office until 5 P.M. on the same day. All Parcel Packages should be marked to indicate full value, and be insured.
 Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be sent to the Company's Office in San Francisco, and forwarded to the Collector of Customs at San Francisco.
 For further information as to Passage and Freight, apply to the Agency of the Company, No. 50, Queen's Road Central.
C. D. HARMAN, Acting Agent.
 Hongkong, 23rd October, 1885.

CHINA OVERLAND TRADE REPORT.

Published at the Office of the Hongkong Daily Press on the Morning of the Departure of the English Mail.
LATEST AND FULLEST TRADE INTELLIGENCE.
REPORTS OF MEETINGS OF COMPANIES.
THE LATEST TELEGRAMS.
POLITICAL AND GENERAL NEWS OF THE FORTNIGHT.
 The "Trade Gazette" is a large circulation in Hongkong, the Ports of China and Japan, the Philippines Straits Settlements, &c. &c.
"JAPAN GAZETTE."
 Yokohama.
 Having been appointed AGENT in HONGKONG, KOWLOON, AND SOUTH CHINA for the Japan Gazette, "Japan Gazette Summary" and "Hong Kong" Orders for Subscriptions and Advertisements will be received at this Office.
 Hongkong, 23rd May 1877.

MAILS EXPECTED.

THE INDIAN MAIL.
 The Indo-China steamer *Taiwan*, with the next Indian mail, left Singapore on the 23rd, and may be expected to arrive here on or about the 29th inst.
THE FRENCH MAIL.
 The Messageries Maritimes steamer *Perle* left Singapore on the 21st, and may be expected here on or about the 27th inst.
THE AMERICAN MAIL.
 The O. & A. steamer *San Pablo* left San Francisco on the 3rd October, and may be expected here on or about the 24th November.
STEAMERS EXPECTED.
 The steamer *Colchester* left Singapore on the 18th, and is due here on or about the 27th inst.
 The E. & A. steamer *Guthrie* left Port Darwin on the 19th, and may be expected to arrive here on or about the 27th inst.
 The O. S. S. Co's steamer *Achilles* left Singapore on the morning of the 21st, and is due here on or about the 27th inst.
 The D. R. steamer *Mazda* left Singapore on the 21st, and may be expected here on or about the 28th inst.
 The O. S. S. Co's steamer *Telamon* left Singapore on the afternoon of the 23rd, and is due here on the 24th inst.
 The Castle Line steamer *Bothwell Castle* left Singapore on the 24th, and is due here on or about the 30th inst.

POST-OFFICE NOTICES.

When Correspondence has been mis-ordered or delayed (both of which are liable to happen occasionally) all that the addressee needs to do is to send the correct address to the Post Office, at 7 p.m., or as the case may be, and forward it, without any other writing whatever, to the Postmaster-General. This should be done on the first time a mistake is made, as it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

A MAIL WILL CLOSE.

For Swatow, Amoy, and Fuzhou.—Per *Amoy*, to-day, the 27th inst., at 11.30 A.M.
 For Manila, Hongkong, and Singapore.—Per *Manila*, to-day, the 27th inst., at 11.30 A.M.
 For Swatow, Amoy, and Fuzhou.—Per *Amoy*, to-day, the 27th inst., at 2.00 P.M.
 For Manila, Hongkong, and Singapore.—Per *Manila*, to-day, the 27th inst., at 2.00 P.M.
 For Amoy and Fuzhou.—Per *Amoy*, to-day, the 27th inst., at 4.30 P.M.
 For Manila, Hongkong, and Singapore.—Per *Manila*, to-day, the 27th inst., at 4.30 P.M.

THE ENGLISH MAIL.

The following letters are observed in closing Mails, &c., by the British Contract Packet:—
 1. Money Order Office closes. Post Office closes except the night box, which is always open out of office hours.
 2. A.M. Post Office closes. Post Office closes except the night box, which is always open out of office hours.
 3. A.M. Post Office closes. Post Office closes except the night box, which is always open out of office hours.
 4. A.M. Post Office closes. Post Office closes except the night box, which is always open out of office hours.
 5. A.M. Post Office closes. Post Office closes except the night box, which is always open out of office hours.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Oze* will be despatched on TUESDAY, the 28th November, with Mails for the United Kingdom, the Straits Settlements, Batavia, Rangoon, Ceylon, the Andaman Islands, Pondicherry, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.
 The usual hours will be observed in closing the Mails &c.

LETTERS FOR THE UNITED STATES BY SAILING.

When it is desired to forward letters to the United States by a sailing ship which is not notified as carrying a mail, it is only necessary to post the letters in the ordinary way, and to mark them with the name of the ship, and to pay 10 cents per half ounce as usual. The Post Office then undertakes the duty of obtaining notice of departure and dispatching the correspondence. It is requested that the letters be posted if possible at least one day before the date fixed for sailing.

MONEY ORDERS.

1.—Money orders are issued at Hongkong and Shanghai on the following countries and places:
 Amoy.
 Agaña, P.R.
 Baguio.
 Batavia.
 Bencoolen.
 Birmah.
 Borneo.
 Cebu.
 Colon.
 Hongkong.
 Kanton.
 Kowloon.
 London.
 Lyons.
 Manila.
 Peking.
 Penang.
 Port Darwin.
 Port Said.
 Rangoon.
 San Francisco.
 Shanghai.
 Singapore.
 Suez.
 Tientsin.
 Yokohama.
 2.—Money orders are also issued at Hongkong and Shanghai on the following countries and places:
 Amoy.
 Agaña, P.R.
 Baguio.
 Batavia.
 Bencoolen.
 Birmah.
 Borneo.
 Cebu.
 Colon.
 Hongkong.
 Kanton.
 Kowloon.
 London.
 Lyons.
 Manila.
 Peking.
 Penang.
 Port Darwin.
 Port Said.
 Rangoon.
 San Francisco.
 Shanghai.
 Singapore.
 Suez.
 Tientsin.
 Yokohama.

HONGKONG MARKETS.

As Reported by CHINESE on the 27th Oct., 1885.

COTTON GOODS.	
American Drills, 30 yards, per piece	\$2.05 to \$2.10
American Drills, 15 lbs., per piece	\$3.90 to \$3.95
Oregon Yarn, No. 16 to 24, per 400 lb.	\$8.00 to \$7.50
Oregon Yarn, No. 25 to 32, per 400 lb.	\$7.50 to \$7.00
Oregon Yarn, No. 35 to 42, per 400 lb.	\$7.00 to \$6.50
Oregon Yarn, Bombay, per piece	\$7.50 to \$7.00
Oregon Yarn, per piece	\$7.00 to \$6.50
Drill Spotted Shirtings, per piece	\$2.05 to \$2.10
Drill Spotted Shirtings, per piece	\$2.05 to \$2.10
English Drills, 30 yards, per piece	\$2.05 to \$2.10
English Drills, 15 lbs., per piece	\$3.90 to \$3.95
Grey Shirtings, 7 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 8 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 9 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 10 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 11 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 12 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 13 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 14 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 15 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 16 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 17 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 18 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 19 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 20 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 21 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 22 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 23 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 24 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 25 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 26 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 27 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 28 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 29 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 30 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 31 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 32 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 33 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 34 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 35 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 36 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 37 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 38 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 39 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 40 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 41 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 42 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 43 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 44 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 45 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 46 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 47 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 48 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 49 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 50 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 51 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 52 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 53 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 54 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 55 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 56 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 57 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 58 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 59 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 60 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 61 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 62 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 63 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 64 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 65 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 66 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 67 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 68 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 69 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 70 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 71 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 72 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 73 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 74 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 75 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 76 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 77 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 78 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 79 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 80 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 81 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 82 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 83 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 84 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 85 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 86 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 87 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 88 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 89 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 90 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 91 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 92 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 93 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 94 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 95 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 96 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 97 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 98 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 99 lbs., per piece	\$1.25 to \$1.30
Grey Shirtings, 100 lbs., per piece	\$1.25 to \$1.30

WHEAT AND WHEAT GOODS.

Wheat, No. 1, per bushel	\$1.15 to \$1.20
Wheat, No. 2, per bushel	\$1.10 to \$1.15
Wheat, No. 3, per bushel	\$1.05 to \$1.10
Wheat, No. 4, per bushel	\$1.00 to \$1.05
Wheat, No. 5, per bushel	\$0.95 to \$1.00
Wheat, No. 6, per bushel	\$0.90 to \$0.95
Wheat, No. 7, per bushel	\$0.85 to \$0.90
Wheat, No. 8, per bushel	\$0.80 to \$0.85
Wheat, No. 9, per bushel	\$0.75 to \$0.80
Wheat, No. 10, per bushel	\$0.70 to \$0.75
Wheat, No. 11, per bushel	\$0.65 to \$0.70
Wheat, No. 12, per bushel	\$0.60 to \$0.65
Wheat, No. 13, per bushel	\$0